

CLAIMS:

1. A method of controlling handling of a vehicle having a controllable longitudinal clutch for all-wheel systems, comprising the steps of:

separately determining rotational wheel speeds of each side of the vehicle by analyzing the rotational wheel speeds as a function of the driving speed and the steering angle;

comparing said determined wheel speeds on each side; and

setting a constant torque as a function of the driving speed and the steering angle when a difference between said determined wheel speeds on each side exceeds a definable rotational speed difference.

2. The method according to claim 1, wherein

the defineable rotational speed difference is stored in a characteristic diagram for any operating condition.

3. The method according to claim 1,

the steering angle is checked with respect to a cornering and, when a cornering is detected, an offset is determined which is added to the defineable rotational speed difference of the rotational wheel speeds.

4. The method according to claim 1, further including the step of setting a slip control.

5. The method according to claim 1 wherein the vehicle has a fixed torque distribution.

6. A method of controlling a vehicle, comprising the steps of:
determining a difference in speed between left side wheels and right side wheels of said vehicle; and
adjusting distribution ratios between axles of said vehicle as a function of said difference in speed.

7. The method according to claim 6, wherein said adjusting includes providing a constant torque at a longitudinal clutch when said difference in speed exceeds a predetermined value.

8. The method according to claim 6, further including the steps of setting a slip control as a function of said determining step.

9. The method according to claim 6, wherein said speed of left and right side wheels is determined as a function of a driving speed and a steering angle of said vehicle.